LOCAL NOTICE TO MARINERS

U.S. Department of Transportation

United States Coast Guard

MONTHLY EDITION

U.S. Coast Guard Eleventh District

ISSUED BY: COMMANDER, ELEVENTH COAST GUARD DISTRICT (oan)
Coast Guard Island, Building 50-6, Alameda, California 94501-5100
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Boating Safety Classes or Information: 1-800-869-SAIL (7245)
**** NIS watchstander, 24 hours a day at (703) 313-5900 ****
**** INTERNET ADDRESS ****
HTTP://www.navcen.uscg.mil

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterways management promulgated by BNM 0420-00 to BNM 0441-00 have been incorporated in this notice if still significant.

LIGHT LIST REFERENCE: COMDTPUB P16502.6 LIGHT LIST, VOLUME VI 1999 Edition

USE OF THE LOCAL NOTICE TO MARINERS

The Monthly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Eleventh Coast Guard District. This Monthly edition should be retained as a reference for subsequently issued Weekly Supplements.

I. SPECIAL NOTICES

LORAN-C STATUS AS OF 05 Jul 2000
Loran-C stations for 8290/9940 Chains are on air. For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7590.
LNM 27/00 dated 05 Jul 2000.

d-GPS STATUS AS OF 05 Jul 2000
For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707) 765-7612/7613.
LNM 27/00 dated 05 Jul 2000.

The dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2000, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of Nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up to date prices from most of the publications listed.
LNM 27/00 dated 05 Jul 2000

U.S. Coast Pilot - For changes 1 through 36 to Coast Pilot 7 31st edition, write to: Commander (oan), Eleventh Coast Guard District, Building 50-6, Coast Guard Island, Alameda, CA 94501-5100.

II. DISCREPANCIES / DISCREPANCIES CORRECTED AS OF 0800T 05 July 2000

DISCREPANCIES: (bold type and * denote new information since last LNM)

LLNR	NAME OF AID	STATUS	CHARTS AFFECTED	BNM REF.	LNM REF.
210.00	Point Arguello Light	REDUCED INTEN/FOG SIG INOP	18720	0293-00	20-00
213.00	NOAA Environmental LB 46011	EXTINGUISHED	18700	0320-00	21-00
360.00	**San Francisco LHB SF**	**RACON INOPERATIVE**	**18680**	**0440-00**	**27/00***
475.00	Punta Gorda Lighted Whistle Buoy 24	OFFSTATION	18620	0393-00	26-00
1720.00	San Diego Lighted Mooring Buoy 19	IMPROPER CHARACTERISTICS	18773	0109-00	08-00
2600.00	Begg Rock Lighted Whistle Buoy 4BR	EXTINGUISHED	18755	0187-00	14-00
3155.00	Los Angeles SW Slip Danger Buoy	MISSING	18751	0899-99	52-99
3765.00	Santa Barbara Harbor Light 4	FOG SIGNAL INOPERATIVE	18725	0938-98	52-98
3880.00	Morro Bay Channel Buoy 10	MISSING	18703	0339-00	22-00
4690.00	Oakland Inner Harbor North Ch LT 2	EXTINGUISHED	18649	0377-00	24-00
4955.00	San Bruno Shoal Channel Light 3	MISSING	18651	0294-00	20-00

Discrepancies (Cont'd)

5365.00	Emeryville Marina Light 2	EXTINGUISHED	18649	0325-00	21-00
5370.00	Emeryville Marina Light 3	EXTINGUISHED	18649	0326-00	21-00
5380.00	Emeryville Marina Light 5	IMPROPER CHARACTERISTICS	18649	0327-00	21-00
5385.00	Emeryville Marina Light 6	EXTINGUISHED	18649	0328-00	21-00
5395.00	Emeryville Marina Light 8	EXTINGUISHED	18649	0329-00	21-00
5725.00	Richmond Harbor Channel Light 9	LEANING	18649	0628-99	37-99
6020.00	Petaluma River Entrance Ch. Lt. 10	REDUCED INTENSITY	18654	0250-00	17-00
6185.00	Napa River Range Front Light 14	LEANING	18654	0561-99	33-99
7620.00	Sacramento River Buoy 2	MISSING	18661	0318-00	20-00
8475.00	Lake Tahoe Emerald Bay Buoy 4	MISSING	18665	0345-00	23-00
8490.00	Lake Tahoe Buoy 28	MISSING	18665	0348.00	22-00

DISCREPANCIES CORRECTED

3224.00	San Pedro Fish Harbor Light 1	WATCHING PROPERLY	18751	0391-00	25-00
7331.00	Rio Vista Bridge Racon T	WATCHING PROPERLY	18652	0397-00	26-00

III. TEMPORARY CHANGES/TEMPORARY CHANGES CORRECTED - ESTABLISHED/DISCONTINUED AIDS

2054.00	Sweetwater Channel Light 4	TRLB	18773	0229-00	16-00
3116.00	Los Angeles Main Channel LB 8	TEMPORARILY RELOCATED	18751	0032-00	04-00
3772.00	Santa Barbara HBR Lighted Buoy 5A	TRUB	18725	0146-00	10-00
3855.10	Morro Bay Channel Lighted Buoy 4A	TEMPORARILY ESTABLISHED	18703	0110-00	08-00
5770.00	Richmond-San Rafael BR E. Ch. LB 1	TEMPORARILY RELOCATED	18649	0037-00	04-00
6395.00	Seal Islands Channel Daybeacon 3	TRUB	18656	0571-99	34-99
8035.00	Tomales Bay Buoy 3	TRUB	18643	0781-98	43-98
8255.00	Samoa Channel Light 4	TRLB	18622	0478-99	29-99
8260.00	Samoa Turning Basin Lighted Buoy 6	TRLB	18622	0309-99	19-99
8330.00	Hookton Channel Light 10	TRLB	18622	0598-99	37-99
8585.00	Lake Tahoe Restricted Area DBN L	TRUB	18665	0702-98	40-98

TEMPORARY CHANGES CORRECTED:

None.

IV. CHART CORRECTIONS

EXPLANATION OF FORMAT - Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. It is up to the mariner to decide which charts are to be corrected. The following example explains the individual elements of a typical correction:

Chart number	Chart edition	Edition date	Reference datum	Last Local Notice to Mariners	Source of correction	Current Notice to Mariners
18649	53rd ed.	5/6/89	NAD 83	Last LNM 35/89	(CGD11)	37/89

(Temp) CA - San Francisco Bay - General location

Corrective action	Object of corrective action	Position
Add	Embonee Channel Light 1 Fl R 2.5s 7M	37°48'00"N, 122°15'00"W

(Temp) located below the chart number indicates that the corrective action is temporary. Courses and bearings are given in degrees clockwise from 000° True. Bearings of light sectors are toward the light from seaward. The nominal range of a light is expressed in nautical miles, (e.g. 7M).

18649	61st ed.	01/22/2000	NAD 83	Last LNM: 25/00		(NOS NW -3250-51)	27/00
	CA - SAN FRANCISCO ENTRANCE						
	Add	Tabulation - Richmond Harbor and Southampton Shoal Channel			centered at	37°56'07.000"N	122°15'59.000"W
	Add	Tabulation - Oakland Outer And Inner Harbors			centered at	37°51'30.000"N	122°14'07.000"W
18650	49th ed.	May 1 1999	NAD 83	Last LNM: 25/00		(NOS NW 3250-51)	27/00
	CA - SAN FRANCISCO BAY- CANDLESTICK POINT TO ANGEL ISLAND						
	Add	Tabulation - Oakland Outer And Inner Harbors			centered at	37°48'37.000"N	122°17'23.000"W
18652	30th ed.	May 1 1999	NAD 83	Last LNM: 25/00		(NOS NW -3250-51)	27/00
	CA - SAN FRANCISCO BAY TO ANTIOCH (PAGE A)						
	Change	Southampton Shoal depth legend to : 43 ¼ FT JAN 2000			at	37°54'38.600"N	122°25'22.400"W
	Change	Bar Channel depth legend to: 39¼ FT			at	37°48'04.600"N	122°21'44.600"W
	Change	Inner Harbor Entrance depth legend to: 40 3/4 FT			at	37°48'11.200"N	122°20'57.700"W
	Change	Inner Harbor Reach depth legend to: 36¼ FT FEB 2000			at	37°47'32.600"N	122°18'09.200"W

Chart Corr. (Cont'd)

18652 30th ed. 05/02/1999 NAD 83 Last LNM: 25/00 (NOS NW -3250-51) 27/00
CA - SAN FRANCISCO BAY TO ANTIOCH
(PAGE B)
Change Southampton Shoal depth legend to : 43 ¼ FT JAN 2000 at 37°54'23.400"N 122°25'17.200"W
Change RICHMOND HARBOR depth note:
to a date of: Jan 2000
and depths to:
Entrance Channel…35.9 ft
Point Potrero Reach ... 35.6 ft
Point Potrero Turn ... 35.8 ft
Harbor Channel ... 36.0 ft
Santa Fe Channel ... 28.2 ft
Turning Basin ... 24.1 ft at 37°55'59.800"N 122°19'10.800"W
Change Bar Channel depth legend to: 39¼ FT FEB 2000 at 37°48'09.000"N 122°21'32.000"W
Change Outer Harbor Entrance depth legend to: 40 3/4 FT FOR MID 300 FT FEB 2000 at 37°48'18.000"N 122°20'47.000"W
Change Outer Harbor depth legend to: 39½ FT FOR MID 300 FT FEB 2000 at 37°48'52.000"N 122°19'16.000"W
Change Inner Harbor Entrance depth legend to: 40 3/4 FT FEB 2000 at 37°48'10.000"N 122°20'55.600"W
(PAGE C)
Change Southampton Shoal depth legend to : 43 ¼ FT JAN 2000 at 37°54'40.000"N 122°25'20.000"W

18653 8th ed. 06/17/1999 NAD 83 Last LNM: 25/00 (NOS NW -3250-51) 27/00
CA - SAN FRANCISCO BAY-ANGEL ISLAND TO POINT SAN PEDRO
Add Tabulation - Richmond Harbor and Southampton Shoal Channel centered at 37°57'23.000"N 122°18'23.000"W

18751 39th ed. 10/17/1998 NAD 83 Last LNM: 25/00 (NOS Silver Spring, MD) 27/00
CA - LOS ANGELES AND LONG BEACH HARBORS
Relocate Pier J Front Range Light at 33°44'13.924"N 118°11'41.659"W
Pier J Rear Range Light at 33°44'13.928"N 118°11'46.679"W

18758 5th ed. 06/05/2000 NAD 83 Last LNM: 24/00 (NOS Silver Spring, MD) 27/00
CA - DEL MAR BOAT BASIN
Delete Obstruction Light A at 33°12'49.900"N 117°24'16.500"W
Delete Obstruction Light B at 33°12'50.600"N 117°24'16.100"W

18773 36th ed. 05/02/1998 NAD 83 Last LNM: 23/00 (NOS NW -3308) 27/00
CA - SAN DIEGO BAY
Add Tabulation - San Diego Harbor centered at 32°41'30.000"N 117°11'49.000"W

18774 7th ed. 07/06/1998 NAD 83 Last LNM: 18/98 (NOS Silver Spring, MD) 27/00
CA - GULF OF SANTA CATALINA
Delete Obstruction Light A at 33°12'49.900"N 117°24'16.500"W
Delete Obstruction Light B at 33°12'50.600"N 117°24'16.100"W

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

NORTHERN CALIFORNIA - HUMBOLDT BAY - AID CHANGE - The U. S. Coast Guard will change the Humboldt Bay Entrance Front and Rear Range. **Anticipate completion September 2000.**

8165 Humboldt Bay Entrance Range Front Light 40°45.1'N/ 124°13.6'W Q G 25ft KRW on pile. Visible 1.5°each side of rangeline

8170 Humboldt Bay Entrance Range Rear Light 40°44.9'N/ 124°13.5'W Oc G 4s 42ft KRW on pile. Visible 1.5°each side of rangeline

CALIFORNIA- TRAFFIC SEPARATION SCHEME OFF SAN FRANCISO- SOUTHERN APPROACH- The Coast Guard will be amending the existing Traffic Separation Schemes (TSS's) off San Francisco effective at **1700T on 14 July 00**. The amendment includes a shift of the southern approach of the TSS off San Francisco westward to provide a true north/south alignment. The amended southern approach is described by the following geographic coordinates (see enclosure (6)).

Amendment to the Southern Approach TSS Off San Francisco:

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37º39.10'N	122º40.40'W
37º27.00'N	122º40.40'W
37º27.00'N	122º43.00'W
37º39.10'N	122º43.00'W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37º39.30'N	122º39.20'W
37º27.00'N	122º39.20'W

Advanced Notice of Changes (Cont'd)

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37º27.00'N	122º44.30'W
37º39.40'N	122º44.30'W

The next printing of applicable NOAA charts will accurately reflect this change**. For more information contact Lieutenant junior grade Matt ten Berge, Aids to Navigation Operations officer,(510) 437-2969; email rtenberge@d11.uscg.mil; or write to the address on page 1.**
Chart: 18645 LNM 27/00 dated 04 July 2000.

CALIFORNIA- TRAFFIC SEPARATION SCHEME IN THE SANTA BARBARA CHANNEL- The Coast Guard will be amending the existing Traffic Separation Schemes (TSS's) in the Santa Barbara Channel **effective at 1700T on 14 July 00**. The amendment includes extending the existing TSS in the Santa Barbara Channel 18 nautical miles westward beyond Point Conception to Point Arguello The extended TSS is described by the following (see enclosure (6)).

TSS extension in the Santa Barbara Channel: Between Point Conception and Point Arguello.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
34º20.90'N	120º30.16'W
34º18.90'N	120º30.96'W
34º25.70'N	120º51.81'W
34º23.75'N	120º52.51'W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34º21.80'N	120º29.96'W
34º26.60'N	120º51.51'W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34º18.00'N	120º31.16'W
34º22.80'N	120º52.76'W

The next printing of applicable NOAA charts will accurately reflect this change. **For more information contact Lieutenant junior grade Matt ten Berge, Aids to Navigation Operations officer, (510) 437-2969; email rtenberge@d11.uscg.mil; or write to the address on page 1.**
Chart: 18720 LNM 27/00 dated 05 July 2000.

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

None

VII. GENERAL INFORMATION

SOUTHERN CALIFORNIA – MISSION BEACH, SAN DIEGO – SAFETY ZONE ENFORCEMENT **–** The San Diego Oceans Foundation will sink the vessel YUKON 1.8 nautical miles west of Mission Beach **on July 15, 2000 between 0700T and 1300T**. A Coast Guard Safety Zone will be established during this time due to explosives used in the sinking. For further details or comments contact QMC Rich Dann at (619) 683-6309.
Chart: 18765 LNM 23/00 dated 06 June 2000.

SOUTHERN CALIFORNIA – SAN DIEGO BAY – DEMOLITION OPERATIONS – R. E. Staite Engineering, Inc. is conducting demolition operations in the vicinity of Pier J/K, Naval Air Station North Island **through 31 August 2000.** Derrick barges are spudded down in approximate position 32-42.76N 117-11.33W and will be attended as needed by the tug boat *FEATHER RIVER*. Mariners are requested to transit the area with caution.
Chart: 18773 LNM 20/00 dated 16 May 2000.

SOUTHERN CALIFORNIA - SEAL BEACH - CONSTRUCTION AND DIVING OPERATIONS - Stolt Comex Seaway Inc. is conducting construction and diving operations **through 24 November 2000.** The operation is taking place at the following coordinates:
33°43'03.92"N/ 118°07'50.41"W
33°43'00.64"N/ 118°07'19.38"W
33°43'31.71"N/ 118°07'45.60"W
The *MV PATRIOT* is on scene and monitoring channel 16 VHF-FM.
Chart: 18744 LNM 16/00 18 April 2000.

SOUTHERN CALIFRONIA – LOS ANGELES/LONG BEACH APPROACH – DIVING OPERATIONS **-** Sea urchin harvesting is taking place in the area known as Horse Shoe Kelp, centered at 33-40.0N/118-12.2W. This area extends approximately 1-4 nautical miles from Angels Gate in the precautionary area. Urchin divers utilize surface supplied air from their dive vessels. The divers are harvesting urchins in depth ranging from 70 to 90 feet and have from 600 to 1000 feet of air hose connecting them to their vessels. Mariners are requested to transiting the area with caution.
Chart:18746 LNM 18/00 dated 02 May 2000.

SOUTHERN CALIFORNIA – LOS ANGELES/LONG BEACH HARBOR – DREDGING OPERATIONS – Natco Limited is conducting dredging in the Los Angeles/Long Beach Harbor **through 01 November 2000.** The dredge *SUGAR ISLAND* is on scene and monitoring channels 13 and 16 VHF-FM. Mariners are requested to transit the area with caution.
Charts:18749, 18751 LNM 18/00 dated 02 May 2000.

SOUTHERN CALIFORNIA – LOS ANGELES HARBOR – DREDGING OPERATIONS – Manson Construction is conducting dredging operations in the North Channel of Pier 400 in Los Angeles Harbor **through August 2000**. Dredging will be accomplished by the Clamshell Dredge DB NJORD. For further details or comments contact Projct Manager Tim Hanson at (562) 755-9663
Chart: 18751 LNM 27/00 dated 05 July 2000.

SOUTHERN CALIFORNIA – LONG BEACH – DREDGING OPERATIONS – The City of Long Beach is dredging the Catalina Cruises Terminal Basin **through 01 August 2000.** The dredge *LONG BEACH DREDGE* will be on scene and monitoring channels 13 and 16. Mariners are requested to transit the area with caution
Chart: 18751 LNM 22/00 dated 30 May 2000.

SOUTHERN CALIFORNIA - VENTURA HARBOR - SUBMERGED ROCK - A submerged rock has been reported in position 34°15.3'N/ 119°16.37W in Ventura Harbor. Mariners are advised to transit the area with caution.
Chart: 18725 LNM 16/00 dated 18 April 2000.

General Info (Cont'd)

SOUTHERN CALIFORNIA – SAN LUIS OBISPO BAY – DREDGING OPERATIONS - Port San Luis Harbor District is conducting dredging operations **through 30 September 2000** at the Port San Luis Harbor trailer boat basin and mobile hoist pier. The workboat *ELSIE M* is on scene and monitoring channel 16 VHF-FM. Mariners are requested to transit the area with caution.
Chart: 18703 LNM 19/00 dated 09 May 2000.

NORTHERN CALIFORNINA – MORRO BAY – CABLE OPERATION Cable laying operations are being conducted **through 01 August 2000.** In support of the cable laying, diving operations are being conducted in position 35-18N/120-52.7W. Mariners are requested to transit the area with caution.
Chart: 18700 LNM dated 02 May 2000.

NORTHERN CALIFORNIA – MONTEREY BAY – OFF SHORE ROUTING – The International Maritime Organization has approved recommended off shore routing tracks in the vicinity of the Monterey Bay National Marine Sanctuary **to become effective 01 December 2000**. Large commercial vessels are recommended to transit northbound between 12.7 nm and 15 nm, and southbound from 16 nm to 20 nm off shore of the Sanctuary. Hazardous Materials Vessels are recommended to transit northbound 25 nm and southbound 30 nm off shore of the Sanctuary. See enclosure (6) for more details.
Chart: 18022 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - CHINA BASIN - NO ANCHORAGE ZONE - The Port of San Francisco has designated the China Basin area at Pacific Bell Ball Park as a no anchorage zone. This area starts behind an imaginary line (pier Head line) drawn from north eastern corner of Pier 50 to the north eastern corner Pier 30 and continues westward to include the waters up to the boundaries formed by the shore line, Piers, breakwaters and the Fourth St. Bridge. Mariners are requested to transit this area only to enter and exit designated docking facilities.
Chart: 18649 LNM 13/00 dated 28 March 2000.

NORTHERN CALIFORNIA – SIERRA POINT MARINA – DREDGING OPERATION – Western Dock Enterprises is conducting dredging operations **through 31 January 2001** in the Sierra Point Marina. The tug *ELCIE M* is on scene and monitoring channels 13, 14, and 79 VHF-FM. Mariners are requested to transit the area with caution.
Chart: 18651 LNM 16/00 dated 18 April 2000.

NORTHERN CALIFORNIA – SAN RAFAEL CREEK – DREDGING OPERATIONS – Western Dock Enterprises is conducting dredging operations **through 30 September 2000** in San Rafael Creek at the Marin Yacht Club. The derrick barge is anchored in the access channel and inside the marina with yellow-lighted buoys. The tug *ELCIE M* is on scene and monitoring channels 13, 14, and 79. Mariners are requested to use caution when transiting the area.
Chart: 18680 LNM 16/00 dated 18 April 2000.

NORTHEN CALIFORNIA – RICHARDSON BAY – ANCHORAGE REGULATIONS **–** The Coast Guard has amended the anchorage regulations contained in 33 CFR 110.126a **effective 15 MAY 2000**. Mariners anchoring in the special anchorage area should consult applicable ordinances of the Richardson Bay Regional Agency and the County of Marin. Information on these local agency requirements may be obtained from the Richardson Bay Harbor Administrator at (415) 289-4143.

NORTHERN CALIFORNIA – REDWOOD CREEK – DREDGING OPERATIONS – Dutra Materials will be dredging upstream of Redwood Creek Light 18 (LLNR 5255) **through 01 September, 2000**. The crane barge *CB 8* will be on scene with two rock barges and monitoring channels 7 and 16 VHF-FM. Mariners are requested to use caution in the area, the crane barge will have four anchor lines out and they may obstruct the channel.
Chart: 18651 LNM 22/00 dated 30 May 2000.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – DREDGING OPERATIONS – Western Dock Enterprises is conducting dredging operations in the vicinity of Pier 39 **through 30 November 2000.** The tug boat *ELCIE M* is on scene with a derrick barge and monitoring channels 13, 14 and 79 VHF-FM. Mariners are requested to transit the area with caution.
Chart: 18650 LNM 21/00 dated 23 May 2000.

ARIZONA – COLORADO RIVER – ARAZ DRAINAGE CANAL - The U.S. Bureau of Reclamation will be placing a dredging pipeline across the Colorado River at the Araz drainage canal, west of Yuma. Point of contact: Mr. Doug Lancaster, USBR, (520) 343-8166.
Charts: None LNM 14/00 dated 04 April 2000.

NEVADA – LAKE MEAD – CLOSURE **–** The south east portion of the western end of the Boulder Basin of Lake Mead is closed to all boat traffic, fishing, and other public use during the City of Las Vegas Adaptive Water Activities Clinic. **The site will be closed on 15 July, 12 August, and 16 September 2000.**

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS -
Questions regarding bridge operations, regulations or permit applications, please contact: Eleventh Coast Guard District, (oan-2) Coast Guard Island, Building 50-6, Alameda, CA 94501-5100 Phone: (510) 437-3514.

SOUTHERN CALIFORNIA – SAN DIEGO BAY – CORNONADO BRIDGE. Seismic retrofit activity is in progress at the bridge. Platform work continues on non-channel Piers 5-8 and 22. Footing work continues on piers 14-17 and 21. There will be material barges delivering concrete pours **at; pier 14 on July 5th, pier 16 on July 10th and pier 15 on July 12th**. Mariners are advised to transit these pier pour areas with minimum wakes to reduce any unsafe working conditions at the bridge.
Chart: 18773 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - GOLDEN GATE BRIDGE. Two scaffolds located in the main channel navigation span and one scaffold in the Southern span are lighted at night and reduce vertical clearance by approximately 12 feet. Scaffolding is located at the piers when not in use.
Charts: 18649, 18650, 18652 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - SAN FRANCISCO-OAKLAND BAY BRIDGE. WEST BRIDGE: Scaffolding is located between Piers A, B, C, D, and E, reduce vertical clearances by approximately 10 ft. All scaffolding is lighted at night. EAST BRIDGE: All scaffolding has been moved to the piers in the east bridge. Some red pier lights are out on Piers I and J (E-4 and E-5).
Charts: 18649, 18650, 18652 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - OAKLAND ESTUARY/SAN LEANDRO BAY - PARK STREET, MILLER SWEENEY AND BAYFARM ISLAND BRIDGES.
Vertical clearance gauges at the Miller Sweeney Bridge have been restored. Vertical clearance gauges at the other Estuary bridges are being restored and may be temporarily missing.
Charts: 18649, 18650, 18652 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SAN FRANCISCO BAY - CHINA BASIN - THIRD STREET DRAWBRIDGE.
The Coast Guard has approved a 2 hour closure of the draw span beginning at **0830** on **9 July 2000**, in support of the Second Annual Chronicle Marathon run. The bridge will be capable of emergency operation. Mariners should not request an opening to coincide with the approved 2 hour closure period.
Chart: 18649 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SAN FRANCISCO BAY – ISLAIS CREEK BRIDGE. The Islais Creek Bridge has been restored to service for vessel traffic. Temporary camels have been installed in the navigation span. Horizontal clearance available for navigation is approximately 90 feet until further notice.
Charts: 18649, 18650, 18652 LNM 27/00 dated 05 July 2000.

Bridge Info (Cont'd)

NORTHERN CALIFORNIA - PETALUMA RIVER - BLACKPOINT RAILROAD BRIDGE. The red pier light on the upstream side of the westerly pier is extinguished.
Charts: 18652, 18654 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – PETALUMA RIVER – HAYSTACK LANDING RAILROAD BRIDGE. The timber fenders in the navigation span have been damaged. Portions of the bridge structure are unprotected from contact by navigation. Mariners should use caution when transiting the area.
Charts: 18652, 18654 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – PETALUMA RIVER – PETALUMA D STREET DRAWBRIDGE. The draw span is secured in the open-to-navigation position until approximately **25 August 2000**. Mariners are reminded to contact the bridge for an opening in compliance with special regulations for this bridge found in 33 CFR 117.187(b), and 33 CFR 117.21 when signaling for an open drawbridge.
Charts: 18652, 18654 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – PETALUMA RIVER – PETALUMA RIVER (TWIN) U.S. 101 HIGHWAY BRIDGE. Both green center of channel lights and the red light on the downstream side of the southerly pier are extinguished.
Charts: 18652, 18654 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – CARQUINEZ STRAIT – VALLEJO CA I-80 FIXED HIGHWAY BRIDGE REPLACEMENT. An 80x30 ft. spudded crane barge with two 500 ft. anchor lines parallel to the navigation channel is located at the margin of the channel near the new north pier. A spudded materials barge will occasionally moor parallel to the channel and adjacent to the crane barge. Temporary trestle piles near the Crockett shoreline are marked with yellow flashing lights. A 225X76 ft. derrick barge with 4 anchors, a drill support barge with 4 anchors and several support vessels are located at the new South pier. All floating equipment and anchor buoys will be lighted at night. Mariners are advised to transit the work site with minimum wake to reduce unsafe working conditions at the bridge
Charts: 18652, 18655, 18656 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – CARQUINEZ STRAIT – VALLEJO CA I-80 FIXED HIGHWAY BRIDGE RETROFIT. EXISTING BRIDGE. A 75x40 ft. flexi-float barge with four 300 ft. anchor lines is located at Pier 2. Anchor lines will be slacked to the bottom or removed on one hour advance notice at the request of transiting vessels. Floating equipment is lighted at night. Mariners are advised to transit the work site with minimum wake to reduce unsafe working conditions at the bridge. Scaffolding located in the main channel navigation span is lighted at night and reduces vertical clearance by approximately 8 feet. Mariners are requested to provide vertical clearance requirements to the Coast Guard VTS as early as possible prior to transit. Mariners should contact the "Carquinez Bridge" via VHF-FM marine radio channel 13 at least 1 hour in advance to determine conditions at the bridge and if necessary, have scaffolding moved out of the channel. Scaffolding will be moved out of the navigation span for vessels with air drafts of 135 ft. or greater. Normal working hours are **0600T-1430T Monday through Friday**, and **1900T-0600T Monday evening through Friday morning.**
Charts: 18652, 18655, 18656 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – CARQUINEZ STRAIT – BENICIA / MARTINEZ HIGHWAY BRIDGE SEISMIC RETROFIT. The 56x9 ft. platform located on the channelward side of the southern channel pier will be removed during the week of **17 July 2000**. After **17 July 2000**, a smaller platform will be placed on the channelward side of the northern channel pier, but will not extend beyond the channel pier of the adjacent U.P. railroad drawbridge. GENERAL WORK, AWAY FROM THE CHANNEL: Concrete pours are in progress at non-channel piers 3-13 and floating equipment may be located at any pier. Working vessels are monitoring VHF-FM channels 13 and 14. Mariners are advised to transit the work site with minimum wake to reduce unsafe working conditions at the bridge. Mariners may contact the crew boat "*EASY*" on Channel 11 in advance to determine conditions at the bridge.
Charts: 18652, 18656, 18657 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - CARQUINEZ STRAIT - UNION PACIFIC RAILROAD BRIDGE. The railroad bridge operator is monitoring VHF-FM Channel 13 for marine traffic. Channel 16 may also be used to contact the bridge.
Charts: 18652, 18656, 18657 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SACRAMENTO RIVER - RIO VISTA BRIDGE. Work platforms have been approved in the non-navigation spans.
Chart: 18661 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - SAN JOAQUIN RIVER DELTA - SACRAMENTO RIVER - WALNUT GROVE DRAWBRIDGE
Single leaf operation may occur **through August 2000.** Requirements from larger vessels to open both leafs may be made by providing 15 minutes advance notice to the Rio Vista Bridge Operator for up bound traffic and the Freeport Bridge operator for down bound traffic. The Dutra Tug *SARAH REED*, and a 135x40 ft. spudded barge, are also on scene.
Chart: 18662 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SACRAMENTO RIVER – PIONEER BRIDGE. Debris removal is complete
Chart: 18662 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SACRAMENTO RIVER – TOWER BRIDGE. Essential emergency repairs have been completed and the bridge has resumed normal operation. Debris removal is also complete
Chart: 18662 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA - AMERICAN RIVER - SACRAMENTO COUNTY WATT AVENUE HIGHWAY BRIDGE. The County has installed a temporary work bridge from the south bank of the river across the navigable portion of the waterway. It provides a 20 foot minimum horizontal clearance and a 6-foot minimum vertical clearance above ordinary summer high water. The temporary bridge will remain in place throughout the summer and autumn construction season.
Chart: None

NORTHERN CALIFORNIA – SACRAMENTO RIVER – BRYTE BEND BRIDGE. Debris removal is complete.
Chart: 18662 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SACRAMENTO RIVER – ELKHORN BRIDGE. Debris removal is complete.
Chart: 18662 LNM 27/00 dated 05 July 2000.

NORTHERN CALIFORNIA – SACRAMENTO RIVER – MERIDIAN BRIDGE. The damaged northeast dolphin is in the process of being removed, and is marked with yellow flashing lights. Floating equipment and cables used to remove the dolphins will move for safe passage of navigation. Mariners should contact HARPER CONSTRUCTION in advance, via marine radio channels 9 and 16 to determine conditions at the bridge.
Chart: 18664 LNM 27/00 dated 05 July 2000.

Bridge Info (Cont'd)

GENERAL – SAFETY AT BRIDGE CONSTRUCTION SITES. Most bridges in the San Francisco Bay Area are undergoing seismic retrofit. Two proposed new bridges may be constructed. Construction and retrofit activities at these bridges will involve the use of scaffolds, temporary trestles, and marine construction equipment. General information about construction activities will be provided in the weekly publication of this Local Notice to Mariners. Immediate information will be provided by Broadcast Notice to Mariners. On some projects, mariners may contact the bridge via marine radio channel 13, in advance, to determine conditions at the bridge and if necessary, have scaffolding moved for safe passage of navigation. Commercial vessels are requested to provide VTS with "air draft," and their vertical clearance requirement to assist the bridges in anticipating the need for moving scaffolding. Mariners are advised to transit the work site with minimum wake to reduce unsafe working conditions at the bridge

CORRECTIONS TO LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1999:

(*Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
			CALIFORNIA - Eleventh District					
500	NOAA Environmental Lighted Buoy 46022 *	40-45.2 124-31.1 *	**Fl (4) Y** 20s		6	Yellow disk-shaped buoy.	27/00	
1858.5	-Coronado Bridge Lighted Mooring Buoy A *	32-41.3 117-09.4	**Fl W** 4s *			White can buoy with blue band	Private aid	27/00
1858.6	-Coronado Bridge Lighted Mooring Buoy B *	32-41.4 117-09.4	**Fl W** 4s *			White can buoy with blue band	Private aid	27/00
1858.7	-Coronado Bridge Lighted Mooring Buoy C *	32-41.3 117-09.4	**Fl W** 4s *			White can buoy with blue band	Private aid	27/00
1858.8	-Coronado Bridge Lighted Mooring Buoy D *	32-41.4 117-09.4	**Fl W** 4s *			White can buoy with blue band	Private aid	27/00
3009.2	-Pier J Breakwater Rear Range Light 270°T, 140 yds from Front Range Light *	*	**Iso G** 6s	59		On building.		27/00

IX. ADDITIONAL ENCLOSURES

Enclosure (1) Tabulation Table Chart 18649 Page B.
Enclosure (2) Tabulation Table Chart 18649 Page C.
Enclosure (3) Tabulation Table Chart 18650.
Enclosure (4) Tabulation Table Chart 18653.
Enclosure (5) Tabulation Table Chart 18773.
Enclosure (6) San Francisco and Santa Barbara Traffic Separation Schemes.
Enclosure (7) Report of Delay at Drawbridge.

M. L. VANHOUTEN
Acting Chief, Aids to Navigation and
Waterways Management Branch

CHART 18649

OAKLAND OUTER AND INNER HARBORS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	40.1	41.9	42.3	A39.3	2-00	1000-930	0.57	42
OUTER HARBOR ENTRANCE CHANNEL	41.7	42.2	42.1	40.8	2-00	900-600	0.91	42
OUTER HARBOR	40.1	40.3	41.2	B39.7	2-00	1575-600	1.40	42
INNER HARBOR								
ENTRANCE CHANNEL	41.0	41.1	41.6	40.9	2-00	2100-480	1.10	42
INNER HARBOR REACH	C36.4	40.9	40.5	40.1	2-00	1325-480	2.27	42
GROVE ST PIER TO								
BROOKLYN BASIN	D22.9	33.5	34.5	E25.3	2-96;1-97;8,9-99	600	1.30	42
BROOKLYN BASIN SOUTH CHANNEL	F19.5	25.2	24.7	G11.9	3,4-95;2-96	600-500	0.90	42
PARK ST BRIDGE REACH	13.9	20.3	23.5	11.3	7-86;3-88	500-275	0.42	42

A. A DEPTH OF 41.4 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
B. A DEPTH OF 41.7 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
C. A DEPTH OF 41.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
D. A DEPTH OF 34.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
E. A DEPTH OF 34.1 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
F. A DEPTH OF 24.9 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
G. A DEPTH OF 20.6 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Enclosure (2)

CHART 18649

RICHMOND HARBOR AND SOUTHAMPTON SHOAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2000

	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SOUTHAMPTON SHOAL CHANNEL	43.2	43.2	43.9	43.3	1-00	600	1.1	45
RICHMOND HARBOR								
ENTRANCE CHANNEL	35.9	37.2	37.0	37.1	1,2-00	600-550	1.0	35
POINT POTRERO REACH	35.6	37.1	37.0	35.6	1,2-00	500-600	1.4	35
POINT POTRERO TURN	36.3	36.5	36.0	35.8	1,2-00	600-1250	0.6	35
HARBOR CHANNEL	37.2	36.6	37.2	36.6	1,2-00	850-200	0.5	35
SANTA FE CHANNEL	28.2	30.0	30.0	29.4	1-99	200	0.5	35-30
TURNING BASIN	28.6	30.1	29.1	24.1	1-99	200-500	0.16	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Enclosure (3)

CHART 18650

OAKLAND OUTER AND INNER HARBORS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2000

	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	40.1	41.9	42.3	A39.3	2-00	1000-930	0.57	42
OUTER HARBOR ENTRANCE CHANNEL	41.7	42.2	42.1	40.8	2-00	900-600	0.91	42
OUTER HARBOR	40.1	40.3	41.2	B39.7	2-00	1575-600	1.40	42
INNER HARBOR								
ENTRANCE CHANNEL	41.0	41.1	41.6	40.9	2-00	2100-480	1.10	42
INNER HARBOR REACH	C36.4	40.9	40.5	40.1	2-00	1325-480	2.27	42
GROVE ST PIER TO								
BROOKLYN BASIN	D22.9	33.5	34.5	E25.3	2-96;1-97;8,9-99	600	1.30	42
BROOKLYN BASIN SOUTH CHANNEL	F19.5	25.2	24.7	G11.9	3,4-95;2-96	600-500	0.90	42
PARK ST BRIDGE REACH	13.9	20.3	23.5	11.3	7-86;3-88	500-275	0.42	42

A. A DEPTH OF 41.4 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
B. A DEPTH OF 41.7 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
C. A DEPTH OF 41.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
D. A DEPTH OF 34.0 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
E. A DEPTH OF 34.1 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
F. A DEPTH OF 24.9 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
G. A DEPTH OF 20.6 FEET WAS AVAILABLE IN THE INSIDE HALF OF THE QUARTER.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Enclosure (4)

CHART 18653

RICHMOND HARBOR AND SOUTHAMPTON SHOAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2000

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SOUTHAMPTON SHOAL CHANNEL	43.2	43.2	43.9	43.3	1-00	600	1.1	45
RICHMOND HARBOR								
ENTRANCE CHANNEL	35.9	37.2	37.0	37.1	1,2-00	600-550	1.0	35
POINT POTRERO REACH	35.6	37.1	37.0	35.6	1,2-00	500-600	1.4	35
POINT POTRERO TURN	36.3	36.5	36.0	35.8	1,2-00	600-1250	0.6	35
HARBOR CHANNEL	37.2	36.6	37.2	36.6	1,2-00	850-200	0.5	35
SANTA FE CHANNEL	28.2	30.0	30.0	29.4	1-99	200	0.5	35-30
TURNING BASIN	28.6	30.1	29.1	24.1	1-99	200-500	0.16	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Enclosure (5)

CHART 18773

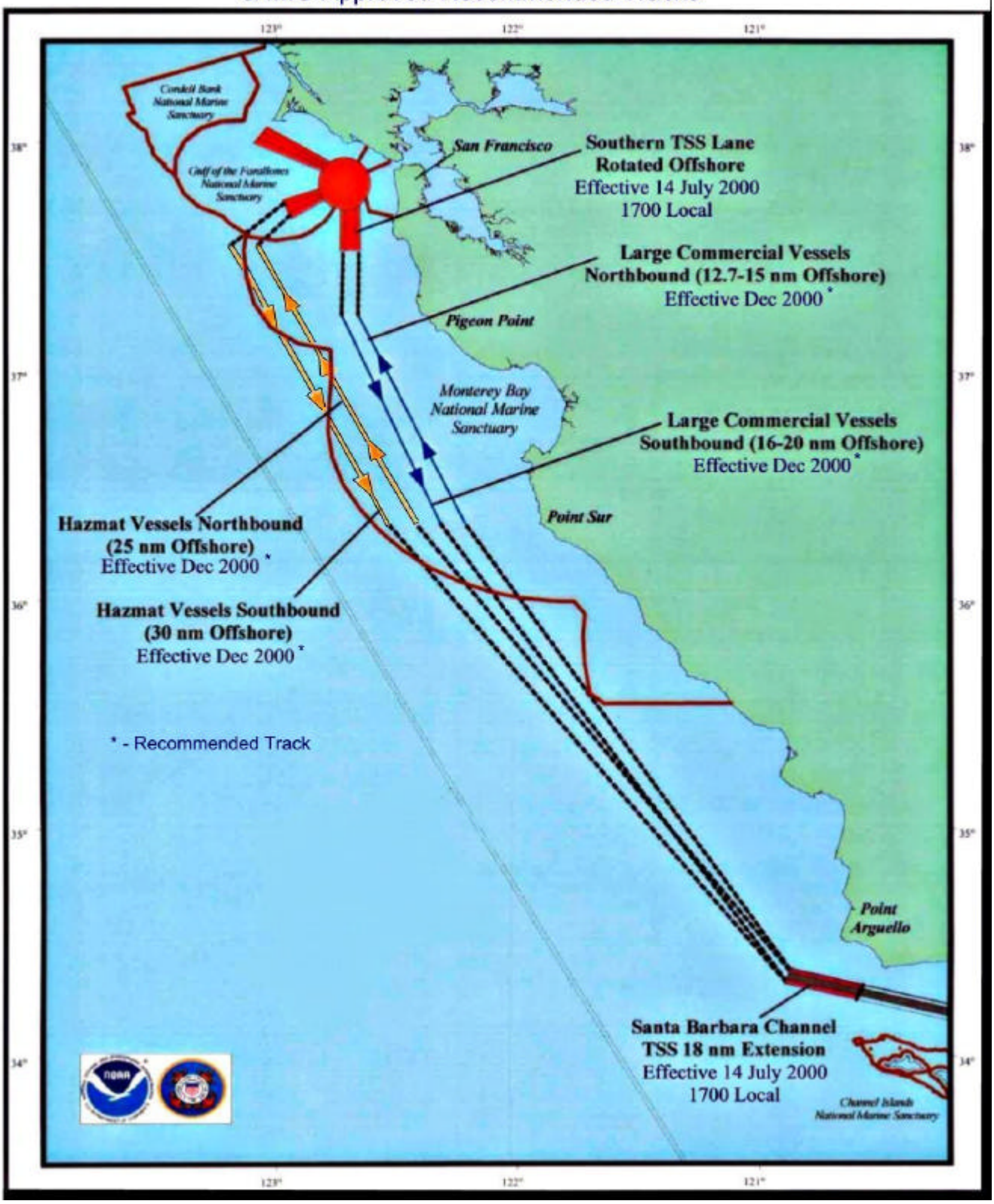
SAN DIEGO HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 1998

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SAN DIEGO HARBOR							
ENTRANCE CHANNEL	45.6	46.6	45.7	9-98	800	2.1	42

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Changes To San Francisco & Santa Barbara Traffic Separation Schemes & IMO Approved Recommended Tracks



THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE WORLD WIDE WEB AT WWW.NAVCEN.USCG.MIL

U.S. COAST GUARD
REPORT OF DELAY AT DRAWBRIDGE
PER 33 CFR 117.5

BRIDGE NAME_____ DATE _____

MILE _____ WATERWAY _____

1. Name/ Type of Vessel _____ Direction of Travel _____
2. Vessel Owner (Name) _____

   (Address) _____
3. Name of Pilot (if applicable) _____

   (Address) _____
4. Time vessel signaled for bridge opening _____
5. Location of vessel when signal was given _____
6. Time and location of vessel when delay began _____
7. Method of signal for bridge opening ( ) Radio ( ) Sound ( ) Visual

   (If sound or visual signal was used, specify _____)
8. Time bridge operator acknowledged signal _____
9. Method of bridge operator acknowledgement ( ) Radio ( ) Sound ( ) Visual

   (If sound or visual signal was used, specify _____)
10. Did bridge operator acknowledgement indicate the bridge
    ( ) Could be opened immediately
    ( ) Could not be opened immediately
11. If land traffic crossed the bridge:

    Time land traffic started across the bridge _____

    Time land traffic stopped crossing the bridge _____

    Did land traffic stop on the bridge? _____

    Duration land traffic stopped on the bridge _____
12. Time drawbridge opened for navigation _____
14. Additional comments _____

_____

_____

_____

I certify the above information is true to the best of my knowledge and understand this statement may be used by the U.S. Coast Guard in levying fines against the bridge owner.

Signature _____

Telephone _____

Mariners may complete and send via fax or mail to:
USCG D11(oan-2)
Building 50-6
Coast Guard Island
Alameda, CA 94501-5100
Phone: (510) 437-3514 Fax: (510) 437-5836

Glossary of common Local Notice to Mariners terms

APP - Approach
BY - Buoy
BB - Bell Buoy
BNM – Broadcast Notice to Mariners
BR - Bridge
BRKW - Breakwater
CFR – Code of Federal Regulations
CH - Channel
COLREGS – International Regulations for Preventing Collisions at Sea
COLREGS DEMARCATION LINE – The separation of international and inland waterways
CRK - Creek
DB – Derrick Barge
DBN - Daybeacon
DEG - Degree
dGPS – Differential Global Positioning System
DOLPHIN – A cluster of pilings
DWSC - Deep Water Ship Channel
E - East
EBB – Tidal current toward the sea
ENT - Entrance
F - Fixed
FENDER – The protection system at a bridge
FL - Flashing
FLOOD – Tidal current toward the shore
FS/ FOGSIG - Fog Signal
GB - Gong Buoy
GPS – Global Positioning System
HB - Horn Buoy
HBR - Harbor
HWY BR – Highway bridge
IS - Island
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LDG - Landing
LEAF – The movable portion of a bascule bridge
LGB - Lighted Gong Buoy
LHB - Lighted Horn Buoy
LK - Lake
LLNR – Light List Number
LMB- Lighted Mooring Buoy
LNM – Local Notice to Mariners
LT- Light
LWB- Lighted Whistle Buoy
LWP – Left Watching Properly
MB - Mooring Buoy
MHW – Mean High Water
MKR BY - Marker Buoy
MLLW – Mean Lower Low water
MSO – Marine Safety Office
M/V – Motor Vessel
N - North
NM – Nautical Mile
NMS – National Marine Sanctuary
Northern California – From Point Conception north to California/Oregon state line
NPS - National Park Service
NWR – National Wildlife Refuge
PT – Point
Q – Quick
RACON – Radar Beacon
RB – Regulatory Buoy
RCK – Rock
RF LT – Range Front Light
RIV – River
RR – Railroad
RR BR – Railroad Bridge
RR LT – Rear Range Light
SLGH – Slough
S – South
Southern California – South of Point Conception to the California/Mexico Boarder
SPD – Speed
SOFFIT – The “low steel” or other point restricting vertical clearance on a bridge
TRLB – Temporary Lighted Buoy
TRUB – Temporary Unlighted Buoy
USC – United States Code
VTS – Vessel Traffic Service
W – West
WB – Whistle Buoy
WHF – Wharf
WR – Wreck

In addition, there are numerous definitions and explanations of terms in the light list, COMDTPUB P16502.6 light list, Volume VI, 1999 edition. The light list is for sale by:

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